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## INFORMATION REPORT

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1. The following information  for 10 and 15 December  
1950:

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Stocks of locomotive coal (in metric tons).

	Hard coal	Brown coal briquettes	Coal dust
<u>10 December</u>			
Service coal	9,492	16,922	127
Emergency reserve	96,000	23,200	-
Daily consumption	1,948	18,736	27
<u>15 December</u>			
Service coal	8,712	15,641	20
Emergency reserve	97,400	29,100	-
Daily consumption	2,323	18,916	79 *

Number of loaded trains awaiting dispatch.

10 December: There was a backlog of 58 trains with a total of 2,315 cars, including six trains bound for Aue, the center of the uranium ore mining district; 22 to be dispatched to Poland and the U.S.S.R.; 20 for Baltic Sea ports and 10 bound for destinations within the zone.

15 December: There was a backlog of 48 trains with a total of 2,063 cars. Of these trains five were bound for Aue; 18 for Poland and the U.S.S.R.; eight for Baltic Sea ports and seven for destinations within the zone. \*\*

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Park of operational freight cars.

There was a total of 81,846 cars on 10 December, and 82,871 on 15 December. \*\*\*

25X1 \* [ ] Comment. The total stock of coal available in the zone would be  
adequate for 7½ days. Compare with the status of 18 October 1950 when  
210,500 tons, or a stock for 12 days, were available. The coal reserve  
25X1 has decreased considerably due to the higher rate of consumption during  
the winter. [ ] For the same reason it  
is believed that the amount of coal needed for one day has risen from  
18,000 to more than 20,000 tons. The higher consumption of coal dust  
is probably caused by a constantly increasing employment of coal-dust  
25X1 firing locomotives. [ ]

25X1 \*\* [ ] Comment. The backlog of undispached trains is rather high. The  
backlog may have been caused by seasonal operational difficulties pre-  
vailing during winter months.

25X1 \*\*\* [ ] Comment. For the last three months the operational park of freight  
cars has amounted to approximately 82,000 cars. [ ]

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